









## Intimation.

Powell's  
Alexandra  
Buildings.ARE  
PRODUCERS  
OFTHE MOST  
UP-TO-DATE  
TIME AND  
LABOUR-SAVING

DEVICES.

IN  
MODERN  
OFFICE  
FITTING.

FILING

CABINETS

With nests of  
drawersSUITABLE FOR  
Every Description  
of  
NUMERICALand  
ALPHABETICAL

FILING

DESKS,

CHAIRS,

TABLES,

BOOKCASES,

CUPBOARDS, &amp;c.

PARTICULARS ON APPLICATION.

WM. POWELL,  
LTD.  
HONGKONG.

Hongkong, 17th June, 1910.

## Public Companies.

THE WEST POINT BUILDING  
COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars 1.80 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Co.'s Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary, the Hongkong Land Investment and Agency Co., Ltd.,  
General Agents for The West Point Building Co., Ltd.  
Hongkong, 12th July, 1910. (483)

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$1.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 12th July, 1910. (484)

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th July to 9th August, both days inclusive.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Acting Secretary.  
Hongkong, 12th July, 1910. (485)

## Notice of Firm.

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

DURING MR. J. R. M. SMITH'S absence on leave Mr. N. J. STARR has been appointed ACTING CHIEF MANAGER.

G. BALLOCH,  
Cashier of the Joint Directors,  
Hongkong, 16th July, 1910. (490)

## Intimations

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

## CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

## BUSINESS COMMENCES,

WEDNESDAY, 13th July.

No. 77, Queen's Road Central.

Hongkong, 12th July, 1910. (477)

## NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 17th June, 1910. (478)

## THE SHOOTING AT NANKING.

## WOUNDED MAN TAKES BLAME.

The following account of the unfortunate shooting affray in Nanking on Sunday, when V. Borowsky, one of the owners of the circus at present showing there in connection with the exhibition, is substantially the story told by the witnesses of that occurrence:—A storm blew up during the afternoon and in common with the rest of the Exposition tents and marquees the Circus suffered considerably. In the down-pour of rain and thunder and lightning the animals became very restive and threatened to break loose, and with the other employees of the Circus staff had his work cut out to keep them from doing so. Whilst thus employed he lost a shoe. When everything had been secured he proceeded towards the bar with the rest of the men, but the sight of his walking up minus a shoe seems to have formed the subject of considerable mirth among the Russians who composed the great part of the Circus bands, and a vast amount of chaffing went on. As far as can be learned this must have continued for quite a long time, for during the while they shook dice for drinks Stafford appears to have remained the butt for their jests and ridicule. But human endurance has its limits, and angrily Stafford is said to have faced his tormentors and uttered an expression like, "You Russians are fools." He refused any longer to shake dice, and then Borowsky who is supposed to have been foremost amongst those who were joking at Stafford's expense, insisted upon him doing so. There seems to be very little question that all were under the influence of liquor, and in all likelihood the scene was a particularly rowdy one. Though Borowsky insisted on Stafford's playing dice, the latter finally refused, and then, either in a fit of temper, or by way of another coarse joke, the former snatched up the box and hurled the dice into Stafford's face.

From this point onward the affair took a serious turn. Stafford turned to leave a company which was evidently dissatisfied to him, and as he made for the door Borowsky is credited with saying that if Stafford were to go out he will help him out. The Britisher continued to walk on hurriedly, but the Russian was after him repeating his threat, such as it was, and finding that his pursuer gained upon him Stafford turned. It is supposed he feared that Borowsky would lay hold of him by the collar, of his coat and down him, but however this may be, he drew a revolver or pistol and fired point-blank at him. With the bullet lodged in his chest, Borowsky dropped, and Stafford, realising what he had done, ran off to hide. Assistance was soon forthcoming and the injured man was taken to the emergency hospital, from where he was later on brought to Shanghai. After some time Stafford gave himself up to the authorities, and in due course was lodged in gaol in the British Consulate. So far, it has not been found possible to operate upon Borowsky for the removal of the bullet, and it is feared that owing to its location the operation will be attended with the greatest danger. As already stated his deposition has been taken by the Russian Consul-General, and it is understood he has taken the blame for the whole affair, desiring that Stafford should not be proceeded against.—*Shanghai Times.*

NUTRITIVE VALUE OF  
SAWDUST.

## A FOOD WHICH FOWLS REFUSED.

There was an interesting discussion at a meeting of the Devon County Council yesterday, 16th ult., on the question of sawdust in foodstuffs.

Alderman Tremlett explained that in March last the Agricultural Committee of Council applied to the Board of Agriculture for consent to prosecute sellers of foodstuffs which had been found to contain 40.4 per cent of wood sawdust.

The Board replied that a microscopical examination by their officers had revealed the fact that the sawdust had undergone a change which might have altered its character and given it some food value. They were, therefore, of opinion that the proceedings could not be instituted successfully.

## COUNTY ANALYST'S OPINION.

The county analyst had since analysed the remaining portion of the sample and could not discover anything of the nature stated by the Board's officers.

It was an unfortunate decision, said the alderman, and might prejudice them in the eyes of farmers, because it was very difficult for them to believe that sawdust had any food value. (Laughter.)

Dr. Slade King said he had added boiling water to several samples, and, by letting it stand, got a large quantity of the "pulp" brought from America for printing newspapers." (Laughter.) How that could be supposed to be food for man or beast he could not understand. They had tried it on poultry and the birds had shown their wisdom by refusing it. (Laughter.) Such material was simply a swindle on the poor beasts who had to eat it.

## THE BOARD'S REASON.

Mr. George Lambert, M.P., Civil Lord of the Admiralty, said he was so agitated when he read the report of the committee that he wrote to the Board of Agriculture. The reply was to the effect that the object was not to protect the perpetrators of the fraud, but to prevent the council entering upon protracted and costly litigation. They were all agreed as to the food value of sawdust, but the matter turned on the question of whether it was vegetable material or not.

It was resolved to send a protest to the Board of Agriculture. Lord Clifford promised to bring the matter before the House of Lords.

## Intimations.

## MOTHERS SHOULD KNOW

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation, its application has never failed us in any case, even the most aggravated bordering on consumption. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine, modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

THE  
CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application.)

THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Undertaken and Executed.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 12th March, 1908. (41)

HUNG ON & CO.,  
SHOW ROOM AND STORE  
at the Premises formerly occupied by  
A. CHEE & CO.,  
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND  
FURNITURE  
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver  
Plated, Glass and Iron Wares of all  
descriptions, always on hand, for sale or on  
hire at moderate rates.  
Hongkong, 1st June, 1910. (413)

NEW SHOP!  
JUST OPENED!!

DO NOT MISS LOOKING AT  
OUR WONDERFUL SELEC-  
TIONS OF  
RARE JEWELS,  
&c., &c., &c.

MOHIDEEN &  
CO.

Dealers in

CEYLON PRECIOUS  
STONES, &c.,38 & 40, QUEEN'S ROAD  
CENTRAL.

Hongkong, 23rd May, 1910. (47)

## NOTICE.

MR. LI HON FAN, a Chinese graduate  
versed in literature, has been a teacher  
to European officials and merchants in this  
Colony for over ten years.

He has a good method of training. Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write the care of  
Hongkong Telegraph office or direct to 37,  
Hollywood Road, 2nd floor.  
Hongkong, 24th January, 1910. (41)

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 14th July, 1910, 200 cts. per 3 Mes.

## BUTCHER MEAT.

	Cents.
Beefsteak & prime cut—Moi Lung Pa	20
" Corned—Ham Ngau Yuk	22
" Roast—Shiu	22
" Breast—Ngau Lam	15
" Soup, Tong Yuk	20
" Steak—Ngau Yuk Pa	22
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chang	25
Bullock's Brain—Know	per set
" Tongue fresh—Ngau Li	each
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	25
" Heart—Ngau Sum	per 2
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kok	each
" Kidneys—Ngau Yio	9
" Tail—Ngau Mei	18
" Liver—Ngau Gon	each
" Tripe (undressed)—Ngau To	12
Veal's Head and Feet—Ngau-chai	10
" Tongue—Ngau-chai	10
Mutton Chop—Ngau Pal Kwai	22
" Leg—Ngau Pal	22
" Shoulder—Ngau Shau	20
" Chilling—Ohl chong	24
" Brains—Ohl Know	per set
" Feet—Ohl Kok	12
" Fry—Ohl Chok	12
" Head—Ohl Tau	12
" Heart—Ohl Sum	each
" Kidneys—Ohl Yio	per 2
" Liver—Ohl Kon	each
" Pork Chop—Ohl Pal Kwai	22
" Corned—Ham Ohl Yuk	12
" Leg—Ohl Pal	24
" Fat or Lard—Ohl Yau	12
Sheep's Head and Feet—Young Tau	12
" Keok	each
" Heart—Young Sum	each
" Kidneys—Young Yio	each
" Liver—Young Gon	each
Sucking Pig, To Order—Ohl Chai	22
Suet Beef—Sang Ngau Yau	22
" Mutton—Sang Young Yau	22
" Veal—Ngau Ohl Yuk	22
" Sausages—Ngau Ohl Yuk Tong	22

## POULTRY.

Chicken—Kai Chai	22
Capon, Large, Small—Sia Kai	22
Ducks—Ar	22
Doves—Fan Kai	each
Eggs, Hen—Kai Tau	per doz
Fowls, Canton—Kai	each
" Hainan—Hoi Nam Kai	each
Geese—Ngo	each
Goose, Wild Shanghai—Sheng Hoi Ye	each
" Ngo	each
Mock Duck—Wong Keng	each
Hare—To Chai	each
Partridge—Ohl Khoo	each
Pheasant—Shan Kai	each
Pigeons, Canton—Pak Kap	each
" Holchow—Holchow Pak Kap	each
Quail—Um Chun	each
Rice Birds—Wo Fa Cheek	each
Salpe—Sa Chai	each
Turkeys, Cock—Fo Kai Kung	each
" Hen—Na	each
Wild Ducks, Shanghai, Solap	each
Teal, Shanghai, Solap	each
Wild Ducks Canton—Sang Shing Solap	each

## FISH.

Barbel—Ka Yu	10
Bream—Bin Yu	10
Canton Fresh Water Fish—Hoi Sin Yu	10
Garp—Li Yu	10
Gulfish—Ghi Yu	10
Godfish—Mun Yu	10
Grabs—Hal	10
Gutle Fish—Mok Yu	10
Dab—Sa Mang Yu	10
Dace—Wong Mei Lun	10
Dog Fish—Tui Yu	10
Hale, Congor—Hal Man Yu	10
" Fresh water—Tam Sol Yu	10
" Yellow—Wong Shiu	10
Frogs—Tian Kai	10
Garoupe—Sak Pan	10
Goddess—Pak Kap Yu	10
Herring—Tui Pak	10
Hallibut—Cheung Kwan Yu	10
Labrus—Wong Fa Yu	10
Loach—Wo Yu	10
Lobster—Lung Ha	10
Macarel—Ohl Yu	10
Meek Fish—Mon Yu	10
Mullet—Ohl Yu	10
Oysters—Sang Hoo	10
Panfish—Kai Kung Yu	10
Perch—Tui Loo	10
" Ya Pau Poong	10
Plaice—Fan Yu	10
Pomfrit, Black—Hak Chong	10
Pomfrit, White—Pak Chong	10
Pomfrit—Ming Ha	10
Ray—Fai Yu	10
Rock Fish—Sak Kung	10
Sole—Chun Yu	10
Solap (Shanghai, fresh water)—Ma Yu	10

	Cents.
Shark—Sa Yu	11
Shake—Po Yu	11
Shrimp—Ha	11
Snapper—Lap Yu	11
Solap—Tat Sa Yu	11
Tench—Wan Yu	11
Turbot—Cho Hoi Yu	11
Turtle, small, fresh water—Keok Yu	11
White Bait—Ngau Yu Chai	11

## FRUITS.

Almond—Hung Yau	24
Apple, (California)—Kam San Ping	24
" Ko	24
" (Chafoo)—Tin Chai Ping	24
" Small—Hoi Tong	24
" Custard—Fan Lai Chai	24
Banana, fragrant, Canton—Sang Sheng	24
" Hung Chai	24
" (Indica), Macao—San Hing Chai	24
Cherries, Chinese—Fong Lut	24
Cherries, Young Ton	24
Cocoanuts—Yeh Tai	24
Grapes—Sia Tai	24
Lemons, China—Ning Moong	24
" Amer.—Kum San Ning Moong	24
Liches, Small Stone—Lai Chai Chai	24
" Fresh, Lai Chai	24
Limes, (Sailoo)—Sai Kung Ning	24
Moong	24
Mango, Manila—Lai Sung Moong	24
Mango, Saigon—Sai Kung Moong	24
Mangosteens, Sao Chik Tai per doz	24
Oranges, Tim Chang	24
" Small—Tat Kai	24
" Mandarin—Tim Kai	24
Olive—Pak Lam	24
Passion Fruit	24
Pears, (American)—Kam San Shui Li	24
" Canton, Cooking—Sai Li	24
Peanut, Fa Sang	24
Persimmons, Large—Hung Chai	24
Pine-apple, 1st quality—Sheng Poon	24
" 2nd quality—Chung tang	24
" Paw-law	24
Plum—Tat Chai	24
Pineapple, Swatow—Hung Lai	24
Pumelo, Siam—Chin Lo Yau	24
Walnuts, Hop Ton	24
" Green—Sang Hop Ton	24
Shanghai Lo Kwai	24

## VEGETABLES, &amp;c.

Artichokes, Shanghai—Sheng Hoi Ah	10
Chai Chai	10
Beans, (French) Macao—Oh Moon Pin	14
" Tai	14
Beans, (French), Shanghai—Sheng Hoi	14
" Pin Tai	14
Beans, Sprout—Ah Chai	7
Beans, Long—Tan Kok	7
Beet Root—Hung Chai Tai	8
Brijals, Green—Chung Yuen Kai	6
Brijals, Red—Hung Kai	6
Bamboo Shoots—Chook Shau	10
Cabbage, Chinese, com.—Kai Chai	10
Cabbage, Red—Kai Lan Tai	10
Cabbage, (Shanghai)—Yeh Chai	10
Cane Shoots, bunch—Kai Shau	10
Carrots, Large size—Tat Yeh Chai	10
" Fa	10
Canillower, Medium size—Chung Yeh	10
" Choi-fa	10
Canillower, Small size—Sai Yeh Choi-fa	10
Carrots—Kam Shau	10
Celery, Chinese—Tong Kan Chai	10
Celery, English—Young Kan Chai	10
Celery, White—Pak Young Kan Chai	10
Chillies, Dried—Chai Lai Chai	10
" Red—Hung Fa	10
" Green—Chung Lat Chai	10
Curry Stuff, English—Kai Lee Chai	10
Cucumbers—Chung Kwa	10
Edible Squash—Fa Kwa	10
Garlic—Sung Tai	10
Ginger, young—Sung Tai Kung	10
" old—Lo Kung	10
Horse Radish, Shanghai—Lai Kan	10
Indian Corn—Suk Mai	10
Lettuce—Young Sang Chai	10
Water Chestnuts—Ma Tai	10
" Mandarin—Kwai Lum Ma Tai	10
Musk Melon	10
Mushrooms, Fresh—Sung Chai Kai	10
Onions, Bombay—Young Chung Tai	10
" Green—Sung Chung	10
" Shai—Sheng Hoi Chung Tai	10
" Japan—Yat Poon	10
Okra—Mo Kai	10
Parley, English—Young Sol Tai	10
Green Peas—Chung Tai	10
Potatoes, Sweet—Fan Shau	10
" Shanghai—Sheng Hoi Shai	10
" Tai	10
" Japan—Yat Poon Shai Tai	10
" American—Fa Ki	10
" Fochow—Yat Chai Shai Tai	10
" Macao—Oh Moon	10
Pumpkin—Tong Kwa	10



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1843.

WINE AND SPIRIT MERCHANTS.

WATSON'S  
E  
VERY OLD LIQUEUR  
SCOTCH  
WHISKYA Blend of the Finest Pure Malt  
Whiskies distilled in ScotlandGENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.

Robert Porter &amp; Co.'s

BULL DOG  
BRAND  
GUINNESS' STOUT  
in PINTS and SPLITS.A. S. WATSON & CO.,  
LIMITED.ALEXANDRA BUILDINGS.  
Hongkong, 7th July, 1910.

## NOTICE.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$25 per annum.  
WEEKLY—\$15 per annum.The rates per quarter and per annum, proportional  
to the rates per annum, for a full month.The daily issue is delivered free when the address is  
accessible to messenger. Post subscription can have  
their copies delivered at their residences without  
any extra charge. On copies sent by post an  
additional \$1.50 per quarter is charged for postage.This postage on the weekly issue to any part of the  
world is 80 cents per quarter.  
Single Copies, Daily, ten cents. Weekly, twenty-  
five cents (for cash only).

## DEATHS.

On June 18, 1910, at Wimbledon, Surrey,  
Maudie Blount, the beloved wife of John  
Wright, late of Shanghai. Aged 45.On July 13, 1910, suddenly, at Shanghai, Al-  
bert Edward Rice, aged 19 years.On July 14, 1910, at Shanghai, Maria Jose,  
the beloved wife of A. R. de Soona, after a short  
illness, aged twenty-nine years.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 19, 1910.

## "HANDY MAN."

Perhaps some day some painstaking man of genius will collect a list of every case of which he can find authentic record in which a British seaman has rescued his fellow-men without the smallest reward or hope of reward. It would make a book worth reading, and would probably extend to several volumes. It will not, we fear, be written in our time. Most of the compilers of really interesting facts, able to relate them in an interesting manner, are dead. Mr. Frank T. Bullen has told us a few true stories of usefulness at sea, and several of a heroism that makes us pleased to remember that the English are, after all, a nation of seamen. There must be several men in Hongkong with the knowledge and ability requisite for the compilation of an account of life-saving in Far Eastern seas. Material for such a work is, if anything, over plentiful. We publish to-day an account of a sailor's life done by an Englishman who has so often proved himself useful that such a book as the one we are wishing for would contain at least one chapter about him alone.

We refer to Captain G. L. Willoughby of the tender *Stanley*. We trust that he will not fail to see the pertinence of our calling the attention of the public to the fact that not only in these waters, but elsewhere, Captain Willoughby has saved the lives of more than one whole ship's company. When a man of this kind persistently refuses to advertise himself and through what we cannot but call a mistaken though entirely honourable sense of modesty keeps his own achievements and his own personality in the background, it becomes the duty of those who value the fine qualities, the really very fine qualities, of a British seaman, to express something of the pride we have every right to feel in being his fellow-countrymen. A German Emperor, amid the endless duties and harassing anxieties through which His Majesty William II has succeeded in holding his own with a dignity and distinction worthy of his illustrious forefathers, can find time to remember and reward the valour and splendid seamanship of one of his subjects. Every Englishman, and not only every Englishman, but every lover of the qualities of the "handy man" as exhibited by Captain Willoughby will boldly, and without diffidence, express his approval, his admiration, indeed almost his envy of him. And we, with diffidence, venture to hope that those whose station in life calls them and whose duty requires them, to be advisers to the "Fountain of Honour" will remember, in due time, to recommend that some more signal token, from a higher quarter, be granted to that useful life-saver Captain Willoughby, than the hearty and sincere "Bravo, well done!" of his countrymen's appreciation.

"WISH IN THEIR OWN  
CONCERN"

When did Hongkong die? A member of the present unhappy Parliament, called Ginnell, asked the Government whether the Canton-Kowloon Railway "was being forced through merely for the resuscitation of Hongkong at the expense of the Chinese guarantors." We have been at great pains to discover the meaning of this sentence. We could not, unaided by some intellect more powerful than our own, find any sense in it whatever. We therefore consulted four gentlemen of this Colony who have the reputation of being gifted with sound sense and reliable judgment, and of whom at least three have earned this reputation by unselfish public-spirited work. Not one of them could see any meaning in it at all. If it means anything, it implies that some time ago this Colony died, and was guaranteed to be dead by some unspecified Chinese; that somebody unspecified has been forcing the Canton-Kowloon Railway through something unspecified at the expense of these unspecified Chinese who guaranteed that Hongkong was dead, and that this brutal violence was committed in order to resuscitate a dead Colony. The same member of Parliament also wanted to know whether the persons who for the present are more or less responsible for the destiny of our Colonial Empire were "in possession of independent evidence" that the Canton-Kowloon Railway could never possibly pay its cost of construction and working expenses. It is to the credit of Colonel Seely, the Under Secretary of State for the Colonies, that he answered, apparently without hesitation, this astonishing question in the negative. Short of a Mahatma or some other weird kind of Christian Scientist it is difficult to imagine who else could have answered that question in any other way. This enquiring genius, this name is Ginnell, also asked Colonel Seely whether he knew that the railway had already cost £16,000 per mile. Colonel Seely did not know, and what we want to know is, what use in the world is a Colonial Office that cannot tell you a little thing like that? Another question, or rather string of questions, just as silly, but not as funny, nor as cruel, was asked by the same unhappy gentleman. In it he took away the character of four railways and implied goodness only knows what against two firms of engineers. By some process of unreason best known to his own foggy mind, he seems to have thought the question worthy the attention of the House of Commons "whether the late chief British accountant was the nominee of those engineers, whether the amount of his embezzlements had yet been ascertained, and whether any steps were being taken to recover that amount from his nominees." This is the sort of middle-headed nonsense that now occupies the time of the "August Mother of Parliaments." There are several reasons, we can think of at least six, why the Under Secretary of State was quite right in repeating the information; (which, it seems, he had already imparted on the 25th of last November) that "the Colonial Office is not concerned with the doings of the late chief accountant on the Chinese section of the line." One of them is a gol. The other five therefore do not matter.

An earthquake has occurred in the South of Germany. The Parliament House in Munich was badly cracked and the schools have been closed. The telegraphs were disabled.

## Rescue at Sea.

"STANLEY" PICKS UP SHIPWRECKED  
CHINESE.CAPT. G. L. WILLOUGHBY'S SPLENDID  
RECORD.

Quite recently we recorded in these columns the recognition of the German Emperor of the acts of gallantry on the part of Capt. J. Nordlie, of the *Carl Diederichsen*, in the rescue of shipwrecked crews of Chinese trading and fishing junks in the high seas. While we are not slow to extend our congratulations to skippers of other than British nationality for the gallant rescues they have from time to time effected of men, women and children drifting helplessly on rafts, or some broken spars in the China Sea, we hope that the splendid record which some British masters of vessels can show of their successful efforts at life-saving at sea will also merit the attention of our own authorities. We remember on one occasion recently having spoken of the Hongkong Government tender *Stanley* as a

## "SCAVE"GER SHIP."

That term was not applied in any spirit of disparagement to Capt. G. L. Willoughby's command, but to show the multifarious character of the duties to which the *Stanley* have been so often commissioned. After the typhoons of the past two or three years, the *Stanley* has been instrumental in saving more lives in these waters than any single vessel entering the port of Victoria—be it vessel of the mercantile marine or of either the British or Foreign Navies. There is little need to recapitulate at any length the *Stanley's* achievements within recent months, for the records of the Harbour Office should bear ample evidence of the numerous rescues effected by the vessel since Mr. Willoughby assumed her command.

THE MOST RECENT INSTANCE—  
is one which occurred yesterday and the facts of which have just been brought to our notice. The *Stanley* was being told off for Saikung, in the New Territories, for the monthly inspection. She had on board yesterday Commander C. W. Beckwith, assistant harbour master, and Mr. Brayne, of the Audit Department. After passing through Fu-Tu-Mu Pass and rounding up for Saikung Island, Capt. Willoughby, who was on the bridge, descried in the distance what appeared like a huge log of timber afloat. He steered for it to ascertain what it was. On approaching the object it was found to be

A LARGE FISHING JUNK  
bottom up and all the crew were seen sitting helplessly on the upturned bottom. The skipper of the *Stanley* went over and asked through his Chinese interpreter, whether the men wanted help. They replied that they were only too glad of it and inquired whether the *Stanley* could tow them to Shau-ki-wan, their port of registry. Capt. Willoughby regretted that he could not take them in tow to Shau-ki-wan as he was proceeding there. The shipwrecked fishermen said that they could not get in close enough and as for being towed to Saikung they thought it would be of little advantage to them as they could not get their boat repaired at Saikung.

THE SAFETY OF THE MEN  
was Capt. Willoughby's first care. He accordingly offered to take them on board and promised that on his way back he would pick up the derelict junk. This invitation was gladly accepted and four of the crew were taken on board. They were supplied with dry clothing and given a proper meal and otherwise well cared for on board the tender. The master of the junk was left behind with three of his folk to stand by him. The *Stanley* then proceeded on her voyage to Saikung.

At 2.30 p.m., the same afternoon, she returned to the wharf and by the captain's directions a six-inch hawser was passed round her mainmast and then the *Stanley* started to RIGHT THE JUNK

which she succeeded in doing at the same time as the men were cutting away the sails. After getting her nearly upright and as the bow of the junk were well under water, Captain Willoughby passed the bight of hawser through the stern and commenced towing. All went well until just outside Fu-tu-mu Pass when the stern opened out and cast off the bight of the tow rope owing to the heavy sea that was running. This mishap necessitated the stopping of the engines of the *Stanley* for fixing-up the rope again. This done, the *Stanley* re-started towing when right in the middle of the Pass, the

LASHINGS CARRIED AWAY  
again, causing the wreck to swing broadside to tow. In this way the *Stanley* had to continue as it was highly dangerous to stop her where she was as both would have been in imminent danger of being lifted on the rocks by the swell of the sea. So, after towing until well clear of the Pass the *Stanley* stopped. At this stage Capt. Willoughby thought it advisable to go on board the wreck himself and saw the rope made fast to the bows, as to smooth water it was then just possible to stand on the fore-deck of the wreck. When all was ready the Captain got back on board the tender and went ahead again and managed to tow the junk into Shau-ki-wan Bay, without any more accidents. The *Stanley* cast off her tow at 6 p.m., close to the police station.

A WARM WELCOME.  
When the *Stanley* was making Saikung some junk must have passed her and she carried the news to Shau-ki-wan in anticipation of her arrival later in the afternoon, for as she steamed in about six o'clock, the forebore was crowded with Chinese of the floating fraternity, all shouting and frantically waving their bamboo hats. The greeting to Capt. Willoughby was a warm one and the gallant skipper well deserved it, since he was instrumental in saving eight lives threatened with a watery grave. The rescued people were—6 men, 1 woman, and a girl. As the boat with the shipwrecked people were leaving the *Stanley*, the survivors howled

again and again in grateful recognition of the merciful rescue Capt. Willoughby had effected at so much trouble to himself and great risk to his vessel.

## THE "STANLEY'S" RECORD.

Since the present skipper has been in command of the Government tender, he has saved no less than 29 persons all told, viz:—

1. In the typhoon of July, 1908.  
5 in that of 1909.

3 last December; and  
8 on the 18th July, 1910.

The rescue of the men from the junk (No. 575 H.O.) was effected under extremely trying circumstances. There was a high sea and hard rain all the time. In making way the *Stanley* and getting in and out of the wreck, the Captain was wet through and through. The tow was one of eight miles. The junk capsized about 10.30 a.m. during a heavy squall and, happily for her crew, she was sighted by the *Stanley* at 11.30 a.m., just one hour after the accident.

## YESTERDAY'S STORM.

The weather prevailing in the Harbour yesterday morning was, to say the least of it, alarming to the shipping community of the port—that is to say, to masters and mates who have the responsibility of looking after the safety of the vessels anchored in the narrow waters of the port of Hongkong, who may at any moment have to take their departure from the contiguous waters to the farther removed refuges of Junk Bay or Shelter Bay.

At about nine o'clock on Sunday evening the typhoon gale broke over the Colony in full force: the rain came down in torrents and the winds blew in terrific gusts. It was only natural, therefore, that skippers and officers felt anxious regarding the safety of craft under their charge, especially those whose steamers were lying at the various wharves where, of course, the dangers of damage are about doubled.

A resident from the Peak, on his arrival on Monday morning informed a representative of the *Telegraph* that the signal station was quite invisible even on that eminence and it certainly remained invisible during the greater part of the forenoon. The heavy drizzle which followed upon the over-night storm, effectively obscured the Signal Station, which indeed remained obscure if not invisible during the later part of the day. As a consequence, a good many local coasting steamers made a postponement in their sailings, and there was a good deal of interference with coasting sailing arrangements. As the weather cleared up in the late afternoon, conditions took on a better appearance and skippers who were due to sail adapted a happier state of countenance than they had worn during the early hours of the morning.

One redeeming feature about the recurrence of the heavy rainfall is that it has put us beyond the danger of a water famine.

## LOCAL AND GENERAL.

H.M.S. *Tamar* shifted her moorings to the No. 4 Buoy this afternoon, just to have her moorings seen to as usual.

THE Peking Government states that it does not intend to appoint a successor to Sir Walter Hilder, Foreign Adviser to the Waiwupu.

THE many friends of Commander Heard of H.M.S. *Cadmus* will be glad to learn that he has been promoted to the rank of Captain.

WITH a full cargo of cement to Messrs. Smith, Bell and Company, Ltd., the steamer *Albatross* arrived at Manila from Haiphong on 15th inst.

COMMODORE Eyres called officially on His Excellency the Officer Administering the Government at noon to-day, at Government House.

THE plague return to-day shows a case, on board the *s.s. Yunyuen* in the harbour. The Chinese patient, who was from Canton, died of the disease.

A. E. ARBONG, a Filipino, was bound over to a personal bond of \$20 to keep the peace for six months by Mr. E. R. Hallifax at the Magistrate's court this morning for assaulting a small Filipino boy.

THE Bill introduced by Sir Edward Sassoon, (Capt. Unionist Member for Hythe, providing for the compulsory installation of wireless telegraphic apparatus on ships, has been read for the first time.

A PROPOSAL is under consideration in K.C.B. to form a Japan-Portuguese Society. It is stated that the inauguration of the Society was to be announced at a reception to be given to the officers of the Portuguese cruiser *San Gabriel*, then at Kobe, on the 10th instant, at the Mikado Hotel.

THE profit and loss account of the Netherlands Trading Company shows a profit of £5,430,232 of which £1,638,000 was obtained from provision, interest and draft accounts, and £3,792,232 from agricultural business. In recent years the profit obtained under the last-mentioned head has been increasing regularly, as is shown by the fact that in 1907 it amounted to £1,197,581, and in 1908 to £1,237,596. The dividend has been fixed at 9 per cent, against 8 per cent. for 1908.

## TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate-General to-day—

Manila, July 19th, 4 p.m.

Depression over the Sulu Sea. It may develop into a typhoon.

Bombardment of  
Colowan.

## COMMODORE WU'S REPORT.

VICEROY YUAN SHU HSUN'S SOLICITUDE.  
(From Our Own Correspondent.)

Canton, 18th July.

A joint telegraphic report has been received by H. E. Viceroy Yuan from Commodore Wu and the officials of the Heungshau district giving detailed accounts of the recent trouble at Colowan. Since the receipt of the despatch the Viceroy has sent his chief Deputy of Foreign Affairs, Taitai So, to Macao to ascertain the real condition of affairs. The deputy is at present, when at Macao, to call and interview the Macao Governor with a view to the best possible steps being taken for the suppression of the disturbances so as not to involve too great a sacrifice of lives of the poor people in the villages.

A number of the members of the Canton Red Cross Society have also left Canton for Colowan for the purpose of rendering medical assistance to the people who may be in need of it. Admiral Li Chue has placed a gunboat at the disposal of the Society to convey their members to Colowan.

## ELEVEN PIRATES CAPTURED.

NAVAL CORDON RE-ESTABLISHED.

(From Our Own Correspondent.)

Macao, 18th July.  
As the weather cleared up in the course of the day, and the glass indicated that the typhoon in the South had given this port a wide berth, Commodore Wu's flotilla, which had run into the Inner Harbour for shelter on Sunday evening, heaved anchored to-day and steamed out of the harbour. They made straight for Colowan and took up the allotted positions assigned to the respective units in the re-establishment of the naval cordon round Colowan.

The Portuguese gunboats *Patris* and *Macao* are still at anchor within firing range of the island. As I surmised yesterday the projected re-commencement of hostilities did not take place, and it is very doubtful if there will be of the further necessity of pouring a deadly fire of shot and shell into the abandoned strongholds of the pirates. However that may be, all Monday passed quiet so far as Colowan was concerned and the narrative of events is nil to-day.

## PIRATES IN THE INNER HARBOUR.

Some stir was created in the Inner Harbour to-day when it became known that members of the local Water Police succeeded in capturing a gang of eleven pirates in front of the Hongkong steamers wharf. The gang was a rather large one. They were some eighteen men in all. Surrounded by the police eleven were made prisoners while the other eight succeeded in making good their escape. It is not likely that they will enjoy their liberty long, for whether in Chinese soil or Portuguese territory close vigilance is now kept over the movements of these desperate characters. Their days are surely numbered.

## RETURN OF THE "VASCO DA GAMA."

The cruiser *Vasco da Gama*, recalled from the North, arrived in port this afternoon, and took up her moorings in Wanchoi Bay.

## UNREST IN THE SOUTHERN PROVINCES.

A gentleman just returned from the Southern Provinces, arrived only yesterday, has most terrific yarns to relate of disturbance generally in the lower Southern States of China. He is, of course, an emissary of a Western Company, and on the whole he escaped a shameful death at the hands of the people who are making all the trouble in the arid fields of Colowan.

At the same time he, who was an official of the British Administration, found it incumbent on his dignity to report the offence that had been offered to him.

As things had happened, the offence that had been expressed to the Portuguese at Colowan was not nearly equalled by that which was accorded to the British; and it is to be hoped that nothing will now prevent both the Portuguese and the British in joining forces in order to bring their relationships with the pirates to their straight resources. In the meantime, the pirates of Colowan must be crushed, obliterated and utterly annihilated if we desire peace and plenty in the West River. If Great Britain says that her warships will join with the Chinese and Portuguese consorts in the sense of actually working alongside so much the better for all concerned, and as much the less will the murderous cannonades be prolonged beyond endurance.

## ARMED ROBBERY AT SHAHIN.

EXEMPLARY SENTENCES BY THE  
PUNISH JUDGE.

Before Mr. Justice Hazland, Acting Punish Judge, at the Criminal Sessions this morning four Chinese were indicted on charges of armed robbery in the village of Shahin. Mr. C. G. Alabaster, instructed by Mr. H. L. Denny, J., from the Crown Solicitor's office, prosecuted on behalf of the Attorney-General, while the prisoners were undefended.

Mr. Alabaster outlined the facts of the case in the usual manner. It will be remembered that some time ago a series of daring armed robbery was carried out in three different houses in the village of Shahin on the same night, the robbers after terrifying the inmates of the dwellings decamping with all the booty they could lay hands on but shortly afterwards they were arrested.

The jury returned a verdict of guilty. His Lordship sentenced the first prisoner to fourteen years' hard labour and 4 strokes of the birch, while each of the remaining prisoners was sentenced to seven years' imprisonment with hard labour.

A remarkable feature of the trial was the fact that the first prisoner had recently completed a term of seven years' hard labour for a similar offence, while the fourth prisoner was sentenced to three years' hard labour at the last Criminal Sessions in connection with the same case.

ALLEGED ILLEGAL IMPORTATION  
OF MORPHINE.WATKINS' DISPENSARY CHARGED UNDER THE  
OPIMUM ORDINANCE.

Before Mr. E. R. Hallifax at the Magistracy this afternoon, Watkins, Limited, was charged with alleged illegal importation of morphine in contravention of the Opium Ordinance on the 21st June last. Mr. H. L. Denny, J., from the Crown Solicitor's office, prosecuted and Mr. E. Don Potter appeared for the defendants.

Mr. Denny stated that the charge was brought by the Superintendent of Exports and Imports under Section 64 of Opium Ordinance 23 of 1909. After referring to the provisions of the Ordinance relative to the importation of opium or morphine Mr. Denny said he would prove that the defendant was licensed under Section 51 of the Ordinance, 1909, he held a license from the Medical Officer, to import for sale or use morphine or opium. He was the holder of a bill of lading for two cases of morphine, which were marked "P. F. Hongkong 44-45" and shipped on board the *s.s. Danzig*. Those goods appeared on the manifest of the vessel. The steamer arrived on the 21st of last month and before her arrival a Revenue Officer under the Liquors Ordinance, Mr. Brett, received instructions to proceed on board. The latter saw the manifest and marked the case and also five more cases. Acting under the Liquors Ordinance, the officer wished to see what the cases contained. The vessel arrived on the 21st June. The manifest, which was not properly marked, was a breach of the Bill but he was not bringing any charge for breach of the provisions but merely for importation, although the cases were not marked as containing either opium or morphine. When the vessels arrived the cases were not landed as morphine or opium or opened and stored in a separate godown set apart for such purposes but they were landed as ordinary merchandise. On the morning of the 24th, the defendant sent his coolie to take delivery of the goods. The Revenue Officer wanted to open the cases to see if there was a breach of the Liquors Ordinance but the coolie declined to do so, saying he was acting under the instructions of his master. In the afternoon a permit was produced permitting the defendant to land the cases as containing morphine. It would prove that the coolie took delivery of the case at nine o'clock in the morning, whereas no declaration was made to obtain the permit until the afternoon. After hearing the evidence, his Worship would have no doubt in his mind that there had been no declaration in the morning.

Mr. Potter—My friend is bringing a separate charge against my client.

Mr. Denny—My friend has no right to interrupt me.

Mr. Potter—I insist that the prosecution should adhere to the charges formulated.

His Worship—I see no reason why you should interrupt now.

Proceeding, Mr. Denny said that defendant's action was an attempt to defraud the authorities and as such was punishable by Ordinance.

Mr. Potter—Your Worship sees that that is not so.

Mr. Denny—It's not fair for my friend to interrupt me.

Mr. Potter—It's really astonishing the way my friend has opened the case. He's charging my client with fraud, which he cannot do. The Ordinance is quite clear on the point. Counsel then proceeded to read parts of the Ordinance.

Evidence having been called, the case was dismissed.

## SIKH CONSTABLE'S INSUBORDINATION.

ALLEGATIONS OF THREATS OF VIOLENCE  
AGAINST INTENDING RECRUIT.

Some interesting details were thrown at the Magistracy this morning on the seething discontent which has been prevalent in the ranks of the Sikh police both here and at Shanghai, when Bishan Singh, a constable in the Hongkong Police Force, was charged with misconduct in that he sought to prevent an Indian from joining the Force by means of intimidation. Mr. P. J. Wodehouse, Deputy Superintendent of Police, prosecuted, while the defendant was unrepresented.

Mr. Wodehouse stated that the defendant was a constable in the Hongkong Police Force and the complainant was a bugler in the 13th Rajput. The complainant was recommended by Major J. M. Camilleri and was approved by him. The complainant had never been in the Police barracks. He was to have undergone the medical examination at nine o'clock yesterday morning. Sometime between nine and half-past nine complainant came to his office in a very agitated state. A conversation ensued, in the course of which the complainant directed his attention to the first floor of the barracks. He saw three or four Sikhs standing there. Complainant and witness were both standing at the window of his office and could be plainly seen by the men on the verandah of the barracks. He saw one of the men make a sign, which he gathered was meant for the complainant. Shortly after half-past nine, he had all the Sikhs walk off duty to his office, the defendant being among them. The latter was picked out by the complainant without any hesitation at all as being the party who had used threats against him.

The defendant on being asked if he wished to make a statement said he knew nothing about the affair. He was not aware whether any of the other constables had tried to intimidate the complainant.

Mr. Wodehouse said that suspicious had been aroused for some time past, but the defendant could not be identified. Fortunately, in this case, there was no difficulty in the matter of identification. It was the first case where they had full proof of the offence and in the past his Worship had to rely on the defendant's own statement for the identification of a heavy penalty.

The case was adjourned, half being allowed in the case of the defendant.



## INDO-CHINA STEAM NAV. CO.

## ANNUAL REPORT.

The report of this Company for 1909 states:—Although the revival in the China shipping trade which manifested last summer suffered a disappointing check, yet, on the whole, the year's accounts show, by comparison, considerable progress towards a better state of affairs. The reports from China for the current year have, so far, been better than for some years past, and if the improvement be maintained, the current year's working should give satisfactory results. The credit side of the revenue account (including £15,611 forward and a transfer of £10,000 from underwriting account) amounts to £25,611, and after providing for all outgoings, including £5,564 to depreciation, and writing off £4,000 from expenses of debenture issue (£7,732), there remains a balance of £7,553, which is proposed to carry forward. Following the recommendation of the committee appointed to consider expenditure with a view to economy, a revision and an adjustment of certain items of account as to which differences of opinion existed have been conceded by the general managers and amicably arranged on a retrospective basis.

## DEATH OF CAPT. MAJENDIE.

## LATE H.M.S. "CERBERUS"

A most promising naval career, says the *L. & C. Express*, has been cut short, at the early age of 36 years, by the death of Captain Bernard Majendie, R.N., who passed away at the Royal Naval Hospital, Haslar, on June 19 after a brief illness. He became a commander in December, 1903, and was in command of H.M.S. *Cadmus* on the China Station until December last, when he was promoted to captain, being one of the youngest officers of the rank in the Navy. We may add to this that Captain Majendie was well known and very popular in Hongkong where his untimely death will be greatly regretted.

## RUSSO-JAPANESE AGREEMENT.

## OPINION IN PEKING

The terms of the Russo-Japanese Convention have been received by the *Waipupu* without comment. The general impression is not unfavourable. The Chinese Press comments guardedly upon the Convention.

## OPINIONS IN JAPAN.

The Japanese papers unanimously welcome the new positive convention, and attach significance to the meaning of the term *modus vivendi* as employed in the Convention, and to its lack of any extraordinary features, which is explained, however, by the fact that it deals with accomplished facts in Manchuria.

German and Austrian apprehension, if there be any, is due to the change in the relations of Russia, but Japan is indifferent to Near Eastern politics.

The papers believe that the United States will not allow herself to be misguided by wilful rumours.

The Convention was mooted before Mr. Knox, United States Secretary of State, made his proposal in regard to Manchuria. Article III of the Convention, providing for concerted action in the maintenance of the status quo, does not require any secret provisions.

Count Okuma, formerly Premier, while welcoming the Convention, declares that there is no call for a Russo-Japanese Alliance.

Count Hayashi, formerly Minister for Foreign Affairs, holds that a Russo-Japanese Alliance is inadvisable while Japan's foreign policy is based on the Anglo-Japanese Alliance.

Baron Goto, Minister of Communications, considers that the Convention is most favourable to China, as China suffers most from dissension between Russia and Japan.

Baron Makino, ex-Minister for Education, is of the opinion that, though based on common interests, the Convention will be more beneficial to Russia.—*N. C. D. News.*

## CHINA'S RAILWAYS.

## THE INTERNATIONAL LOAN.

The Ministers of Great Britain, France, Germany and the United States have made representations to China mildly but firmly, in separate, identical Notes, asking for the promulgation of an Edict completing the Canton-Hankow-Szechuan Loan.

An early answer is not expected owing to the acute opposition of the gentry and students, and it is moreover doubtful whether this pressure is in other respects agreeable to the Government.—*N. C. D. News.*

## THE "TATSU-MARU"

## INDemnITY.

## LONG-DELAYED NEGOTIATIONS.

As will be remembered, the Chinese Government admitted its responsibility for payment of an indemnity in connection with the seizure of the *Tatsu-Maru* by the Chinese authorities about two years ago. The vessel was seized off-Macao with arms and ammunition which the Chinese authorities suspected were to be smuggled into China. The vessel was arrested in Portuguese waters, and China having apologised for the incident, it was agreed that the extent of the damages, &c., to the vessel should be determined between the Viceroy of Kwangtung and the Japanese Consul at Canton. It appears that the negotiations were suspended on account of the outbreak of the Chinese boycott of Japanese goods in South China, which followed on this incident. This agitation has ceased, says one journal, as the result of the efforts made by the Chinese authorities and the awakening of the boycotters to a realisation of the futility of their plans. The *Tatsu-Maru*, owner of the steamer, recently sent Mr. Ito, a barrister, to the Foreign Office in Tokyo, with an application that the negotiations for the payment of the indemnity be resumed and concluded with quiet (Tokyo Daily)—*Japan Chronicle.*

## BALGOWNIE, LTD.

## FIFTH ORDINARY GENERAL MEETING.

The fifth ordinary general meeting of the shareholders of the Balgownie Rubber Estates, Limited, was held at the registered office of the company, at Singapore, on the 11th inst. Mr. W. M. Sims presided and there were also present:—Messrs. A. A. Gunn (for Messrs. Gunn and Company, the secretaries), C. S. Briscoe, A. C. A. (representing Messrs. Derrick and Company, the auditors), Lee Tsoo Poon, H. M. Caldwell, R. C. W. Kidersley, A. E. Baddeley and P. F. Wise.

The Chairman said the report and accounts had been in the shareholders' hands for some days and he had very little to add. They would agree that the result of the year's working was highly satisfactory. The directors were of opinion that the future prospects were exceedingly bright. They would notice that there had been no forward sale of rubber. They were willing to take their chance in the market. The directors had decided in future to pay three monthly dividends. It was not proposed to open any more jungle on the company's property.

In conclusion, the chairman invited questions from the shareholders.

Mr. Caldwell said there was no mention of disease in the report. Were the shareholders to understand there was no disease on their property?

Mr. Wise, the manager of Balgownie, said as far as he was concerned, they were particularly free from it.

The Chairman pointed out that Balgownie was an old coffee estate and was perfectly free from disease. The Balgownie was formerly jungle and there was a certain amount of disease, but it was being thoroughly tackled. There was no reason at all for being scared. About twelve diseases were known to kill rubber trees, but the only dangerous one was "Fomes".

In reply to Mr. Caldwell, the Chairman said, they were buying the timber as fast as possible. The same shareholder remarked that 3/6 per pound for production was an extremely high rate.

Mr. Sims, reading from the directors' report:—"During the year under review the expenditure on roads, drains, bungalows, coolie lines, and cultivation has been on a liberal scale. Your directors have considered it wise to charge a fair proportion of this to revenue account which for the time being has rendered the cost of production comparatively high. Henceforth, a considerable reduction is looked for." Continuing, he said he certainly thought they were wise to charge the full account. As they were making large profits, it was the best policy to charge as much as possible.

Mr. Caldwell asked for an exact census and was told it would appear in the next report.

Mr. Baddeley remarked that of reserve land they had from 350 to 370 acres. He inquired if it was worth while planting up a little.

The Chairman said a few acres were being planted quietly.

Mr. Caldwell:—Can the estate be described as being in a perfectly clean condition?

The Chairman:—Balgownie, yes. Of Bangi only a few small pieces of swamp have not been cleared.

The accounts were passed.

Mr. R. C. W. Kidersley was re-elected a director.

Derrick and Co. were re-elected auditors. The remuneration of the directors was fixed at \$4,000.

In reply to Mr. Baddeley, the Chairman said that, if they were fortunate, he thought the company would pay 100 per cent this year. A good deal depended on the sales.

The meeting then closed.

## COLONIAL NURSING

## ASSOCIATION.

## ANNUAL MEETING.

On account of the national mourning, the usual public annual meeting of the Colonial Nursing Association was replaced this year by a small general meeting of the Council, committee and subscribers, at the Institute, London, on Wednesday, June 15th.

Lord Amphil, president of the Association, took the chair, and moved the adoption of the annual report, 1909, which was seconded by Mr. Fred Dutton, one of the trustees of the association. Lady Piggott and Sir Henry Burdett spoke on the report, which was subsequently adopted. The election of the executive committee was proposed by Sir Charles Bruce, seconded by Sir Henry Burdett, and carried, and the honorary officers of the association were also re-elected.

After votes of thanks had been passed to the director of the Imperial Institute, and to Lord Amphil for providing, the proceedings terminated.

It is satisfactory to note from the new annual report that the work of the Colonial Nursing Association continues to make steady progress towards realising the ideals of the Founders. Fifty-four new nurses were sent out during the eleven months ended March 31st, 1910, making in all a total of 220 nurses employed abroad in Government and private service during that period.

## SHOOTING AFFRAY AT

## NANKING.

## A FOREIGNER ARRESTED.

Nanking, July 11.

A man named V. Borowsky has been shot, during a quarrel on Sunday afternoon. Both he and his assailant are connected with the Circus. Borowsky was promptly taken to the Emergency Hospital in the Nanyang Exhibition grounds and there attended to by Doctors Seab, Whitmore and See Voong. His condition is said to be critical.

His assailant is said to be a British subject and is now in the custody of the British Consulate at Nanking.

Everything is quiet in the city.

## CHINESE LABOUR SUPPLY.

## RECRUITING AGENT VISITING HONGKONG.

Mr. Walter Jackson, manager of the Planters' Labour Bureau of Ipoh, is on a visit here on his way to Hongkong where he will arrange to begin his coolie supplies to the F. M. S. says the *Singapore Free Press*. He carries with him already orders for over 1,000 and the number increases daily. This Bureau gets now on a three years' contract and provides for their repatriation. This means that all undesirable aspects of contract labour are avoided as three years is satisfactory alike to coolie and employer and the repatriation ensures the coolie being able to get home. Mr. Jackson is staying at the Hotel Van Wijk for a few days.

## JAPANESE TRADE COMMISSIONERS.

## SINONERS.

## OUTLINE OF THEIR DUTIES.

The regulations defining the official functions of the Trade Commissioners to be stationed abroad under the control of the Department of Agriculture and Commerce have been published. The regulations provide that Trade Commissioners are to be appointed at important places abroad, where the presence of such an official is considered necessary in the interests of Japan's foreign trade. They are to conduct investigations in connection with the condition of foreign trade, and will be placed under the jurisdiction of the Minister of Foreign Affairs. At present only four Commissioners will be appointed.

With regard to the duties of Trade Commissioners, it is explained by the Government that while they will primarily conduct investigations into the condition of commerce abroad, their practical duties are very much more complicated and comprehensive. They will have to make close and precise investigations into all matters relating to foreign trade, and promptly report the result of their investigations to the Government in order to guide Japanese businessmen engaged in foreign trade. They will take measures for the increased sale of Japanese goods abroad, and give the necessary guidance to the producers in Japan, and so protect and extend Japan's foreign trade. A staff of four or five officials is quite inadequate to discharge such complicated duties, and therefore the commercial students now being sent abroad will work under the control of the Trade Commissioners, and assist them in their duties. The number of the commercial students now abroad is about one hundred, nineteen being in Great Britain. It is proposed to make an improvement in the method of publishing commercial reports. At present these reports are published about six times a month, and the information contained therein cannot be regarded as either very accurate, or very up-to-date. Consequently business-men do not rely upon these reports or use them for guidance in conducting their business. The authorities are now considering means for the improvement both of the methods of publication and of the nature of the contents. It is also necessary, in order to accomplish the object of the appointment of the Trade Commissioners, to maintain close communication between them and business-men at home. The Trade Commissioners, therefore, will return to Japan occasionally and visit the industrial centres where the principal commodities are produced. They must investigate the trade conditions at these places, and establish close connection with producers, pointing out to them defects in their goods, and explaining the features where improvement is required in quality, at the same time informing them of the condition of foreign markets.—*Japan Chronicle.*

## ACCIDENT AT THE SHANGHAI

## CATHEDRAL.

## FALL OF A BELL.

What might have been a very serious accident took place yesterday morning at Holy Trinity Cathedral, reports the *N. C. D. News* of 16th inst., when one of the bells, or rather metal cylinders which are used as bells, fell down.

The bell was being rung as usual for the eight o'clock Service when the supports by which it was suspended suddenly gave way, being presumably worn through by vibration, and the bell came down, breaking through, and carrying away part of a large beam just below it, and bursting through the floor of the bell-ringers' loft, where it was arrested by the vestry ceiling. Fortunately the coolie who was ringing the bell was just able to jump out of the way or he must inevitably have been killed. As it was, he was hit by the falling beam, which cut his head open and severely bruised him.

Directly the bell stopped ringing Bishop Molloy and Mr. R. B. Hurry, the Cathedral organist, hurried to the loft to see what had occurred and found the coolie groaning on the floor. The Service was immediately postponed and a litter was improvised on which the coolie was sent off to the hospital, where he will probably remain for some weeks.

The postponed Service took place at half-past eight.

## THE NANYANG EXHIBITION.

## A WIND STORM.

Nanking, July 11.

Owing to a heavy wind storm on Sunday afternoon a tea-house and the temporary shelter of the Manchurian Zoological exhibits were badly damaged and ten Chinese were injured. The latter were immediately taken to the Exhibition Emergency Hospital and promptly attended to by Chinese and foreign doctors.

The damage done to the Exhibition buildings was slight, only a few sky-lights being smashed.

Mr. F. J. Halton, agent of the Pacific Mail & Co., advises us that he is in receipt of cable from his Yokohama agency stating that the s.s. *Monopoli*, which was grounded at Shimidzu, has been re-floated.

## To-day's Advertisements.

## G. MAGISTRACY.

## No. 5.

It is hereby notified that a MEETING of the LICENSING BOARD will be held in the Colonial Secretary's Office at 2.15 P.M. on WEDNESDAY, the 3rd day of August, 1910, for the purpose of considering the following application under the Liquor Licences Ordinances, 1898-1909, viz.:

From one RICHARD KARGE for the transfer to him from one J. SOMMER of the Publican's Licence to sell by retail intoxicating liquors on premises Nos. 265 and 268 Queen's Road Central, under the sign of "The German Tavern".

G. A. WOODCOCK,

Secretary to the Licensing Board.

Hongkong, 19th July, 1910.

## COMMERCIAL.

July 19th, noon.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Alagars	7/1
Anglo-Javas	11/1
Anglo-Malays	28/6
Balgownie	19
Batu Tigas	115/
Bertams	—
Bukit Kajangs (pp.)	63/
Bukit Rajangs	—
Carey Uniteds	26/ prem.
Castlefields	130/
Changkat Serdangs	14
Cheras	30
Damansaras	180/
Eastern Internationals	30/ prem.
Fed. Selangors	—
Glencals	27/5
Glenshells	—
Golcondas	135/
Golden Hopes	—
Highlands and Lowlands	135/
Indragiris	26
Juch Keanaths	—
Jequies	—
Jongladors	—
Kamungs	8/5 prem.
Kuala Lumpurs	205/
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	90/
Linggis	62/6
London Asiatics	16/
London Ventures	8/6
Merlimans	—
Pajams	517
Pegohs	340
Rubber Trusts	42/6 prem.
Sagras	330/
Sandycrofts	535
Sapongs	—
Seafields	—
Sekongs	37/6 prem.
Shelfords	80/3
Singapore & Johores	517
Sumatra Paras	15/
Sungei Choks	115/
Sungei Kapar	106/
Tadjongas	35/ prem.
Tangkabs	35/ prem.
Tocrangle	2/ prem.
Ulu Rantau	—
United Serdangs	139/
United Sumatras	52
United Langkats	13/
Para Rubber	10/ per lb.

## YOKOHAMA DIVORCE CASE.

## JUDGMENT.

In the Yokohama Ohio Saibansho, on the 8th instant, judgment was delivered by Judge Hasegawa in the action for divorce brought by Mrs. Lu X. Filmer, of No. 3761, Sagiyama, Negishi, Yokohama, against her husband, Mr. Edmund L. Filmer, whose whereabouts is at present unknown. Mr. Idoura appeared for petitioner, but respondent was not represented. The petition of Mrs. Filmer was granted, and respondent (Mr. Filmer) was ordered to bear the costs of the Court.

The *Japan Gazette* states that petitioner's case was to the effect that on December 2nd, 1909, the parties were married in Manila. Since the spring of 1903 the conduct of respondent towards petitioner had undergone considerable change. In March of the following year respondent suddenly left Manila, without giving any notice to his wife, and since that time he had contributed nothing to the wife's maintenance. Petitioner subsequently learned that her husband was staying at the residence of a foreigner at No. 3762 Sagiyama, Negishi, Yokohama. She went to Yokohama on July 18th, 1907, to see her husband but on visiting the house at which he was supposed to be staying was informed by the occupant that her husband had left Yokohama, and that his whereabouts was unknown. Respondent had failed to communicate with petitioner for more than three years.

## Events Coming.

Thursday, 21st July.  
Legislative Council meeting, 2.30 p.m.

Wednesday, 3rd August.  
Meeting, Licensing Board, 2.15 p.m.

Tuesday, 9th August.  
Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

## To-day's Advertisements.

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

MESSRS. HUGHES and FOUCH have received instructions to sell by PUBLIC AUCTION,

## ON

FRIDAY, the 29th day of July, 1910, at 3 o'clock in the afternoon, at their Sales Rooms, No. 2, Des Vaux Road Central (corner of Ice House Street), Victoria, Hongkong,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situate at Victoria aforesaid, viz.:

ALL THAT PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as THE REMAINING PORTION of INLAND LOT No. 183 Together with the messuages thereon known as Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Cross Street, 27, 29, 31 and 33, Stone Nullah Lane and 26, 30, 32 and 34, Tai Yuen Street Area 11,559 square feet. Term 999 years from 16th March, 1855. Apportioned Crown rent \$138.00.

The property is more particularly delineated on a sale plan thereof which can be inspected at the Offices of Messrs. Johnson, Stokes and Master, Solicitors for the Vendor.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor,

or to Messrs. HUGHES & HOUGH, the Auctioneers.

Hongkong, 19th July, 1910.

## G. MAGISTRACY.

## TENDERS.

TENDERS are invited for the SUPPLY of MISCELLANEOUS MATERIALS (Firewood, Lime White, Charcoal, Brooms, Bamboo Materials, &c., &c.) to H.M. Naval Yard, Hongkong, for a period of 12 months from the 1st August, 1910.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon, on the 25th July, 1910.

A deposit of One Hundred Dollars (\$100) will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

The right is reserved of rejecting all or any tenders, and of accepting any portion of a tender.

EDGAR WATTS, Naval Store Officer.

H.M. Naval Yard, Hongkong, 19th July, 1910.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENOLEUCH," FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 12 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th July, 1910.

[495]

## DR. MACKENZIE'S STOUT ANALYST'S REPORT.

## COPY.

(Form M.185.)

E. HONGKONG.

HONGKONG.

Government Laboratory,

Hongkong, June 25, 1910.

STOUT.

Substance for analysis:—  
(Dr. Mackenzie's Burton on Trent.  
Marks:—  
Invalid Stout, specially brewed for the East.  
Received:—On June 15, 1910, from Messrs. H. PRICE & Co., Hongkong.

## RESULTS OF ANALYSIS.

100 fluid parts of the sample contain:—	
Solid matter	5.49
Ash	.80
Free acid as acetic	.80
Percentage of alcohol	5.80
Specific gravity at 15.5° C.	1.011
Arsenic	absent.

The results show that the sample is both good and sound.

(Sd.) FRANK BROWNE, Govt. Analyst.

Messrs. H. PRICE & Co., Hongkong.

[49]



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 2TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons. Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES.—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port .....

Via New York .....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SANDAKAN	MAUSANG	WED'DAY, 20th July, Noon.
MANILA	LOONGSANG	FRIDAY, 22nd July, 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, 25th July, Noon.
TIENSIN	CHEONGSHING	TUESDAY, 25th July, Noon.
SGAPORE, PENANG & CALCUTTA	NAMSANG	THURSDAY, 28th July, Noon.
MANILA	YUENSANG	FRIDAY, 29th July, 4 P.M.

## RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutsumi*, *Namsang* and *Fooking* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Utsun, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Labad, Datu, Simporia, Tawau, Usukan, Jettison and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215, Hongkong, 19th July, 1910.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
TSINGTAO, CHEFOO & NEWCHWANG	YUNNAN	20th July, 4 P.M.
CHEFOO & TIENSIN	YUHOOW	21st " 4 P.M.
SHANGHAI	CHENAN	21st " 4 P.M.
SHANGHAI	LINAN	24th " Daylight.
ILOILO & CEBU	KALFONG	25th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	CEANGSRA	27th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and an "ELECTRIC FAN" in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

## SHANGHAI LINE

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenow*, *Ling*, *Chihwa*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

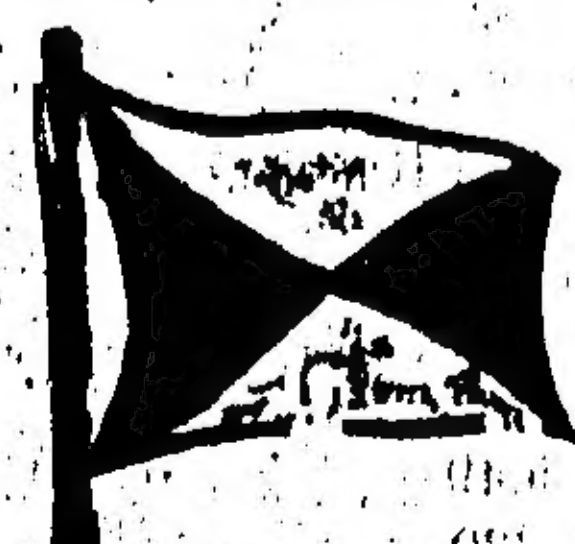
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 36, Hongkong, 19th July, 1910.



## HONGKONG—MANILA.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAIRO	1540	A. Fraser	MANILA	SATURDAY, 23rd July, at Noon
RUBI	1540	R. Rodger	"	SATURDAY, 30th July, at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO.

General Managers.

Hongkong, 19th July, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE OHIO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE OHIO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment; also shortest and fastest route from the Pacific Coast to OHIO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA  
SERVICE.

For	Steamers	Leaves
ANPING and TAKAO via SWATOW and AMOY	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 20th July, at Noon.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suruga	THURSDAY, 21st July, at Noon.
TASMU v. SWATOW & AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 24th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th July, 1910.

T. ARIMA, Manager.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MISHIMA MARU, Capt. A. E. Moss, Tons 9300 KAGA MARU, Capt. M. Hagino, Tons 7000 ATSUTA MARU, Capt. Wm. Thomson, Tons 9000	WEDNESDAY, 20th July, at Daylight. WED'DAY, 1st Aug., at Daylight. WEDNESDAY, 17th Aug., at Daylight.

VICTORIA, B.C. & SEATTLE

VICTORIA, B.C. & SEATTLE	IFABE MARU, Capt. K. Kawa, Tons 7000	TUESDAY, 19th July, at 4 P.M.
KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU & YOKOHAMA	TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 16th Aug., at 4 P.M.

SYDNEY AND MELBOURNE

SYDNEY AND MELBOURNE	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 5th August, Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 2nd Sept., at Noon.

BOMBAY, via SINGAPORE

BOMBAY, via SINGAPORE AND COLOMBO	CEYLON MARU, Capt. Fred. Fyne, Tons 6200	TUESDAY, 16th July.
SHANGHAI, MOJI & KOBE	BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	WEDNESDAY, 20th July.

NAGASAKI, KOBE and YOKOHAMA

NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Yagi, Tons 6200	WEDNESDAY, 3rd July, at Noon.
KOBE and YOKOHAMA	HITACHI MARU, Capt. N. Matheson, Tons 7000	THURSDAY, 21st July, at 5 P.M.

## CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of call between calling ports in Japan.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Through Passenger Tickets issue to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO,

Manager.

## Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN,"

Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 20th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Hongkong, 19th July, 1910.

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRADEO,"

Captain W. H. Lea, will be despatched as above on 23rd inst.

This steamer has superior accommodation for a limited number of first class passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

Hongkong, 19th July, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on TUESDAY, the 20th July, at 10 A.M.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of this Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 7th July, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to a

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE via

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain. On/about

Aymeric 4,353 J. Boyd 25th July

Buenos 5,253 F. S. Goring 2nd Aug.

Brill 5,253 H. E. Dowell 23rd Aug.

Casco 4,557 F. W. Davies 27th Sept.

Kamerik 6,231 G. B. McGill 20th Oct.

Aymeric 4,353 J. Boyd 20th Nov.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Building, Hongkong, 19th July, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "GAZZER" On 30th inst.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 6th July, 1910.

HONGKONG-BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "WRAY CASTLE" On or about 6th August 1910.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 19th July, 1910.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th July, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 4th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

B. A. HEWITT, Superintendent.

Hongkong, 19th June, 1910.

Consignee.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE R. M. S. P. Co.'s Steamship

"GARMARTHENSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 19th instant. No claims will be admitted after Goods have left the Godown nor will they be recognised if not presented within 10 days of the vessel's arrival here.







## SHARE QUOTATIONS.

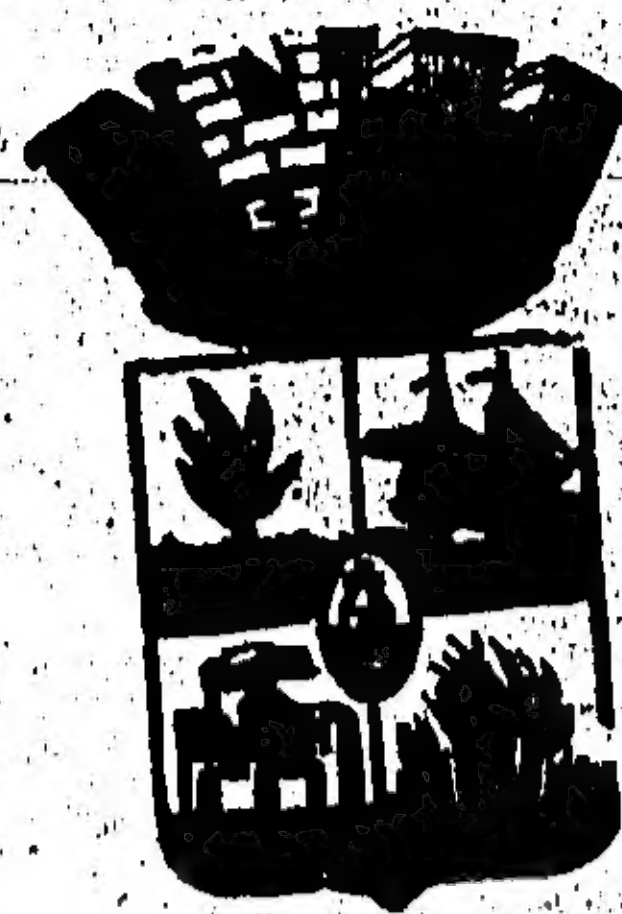
Supplied by Messrs. E. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROX. DIV. AT PRESENT QUOTATIONS	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,000,000	\$2,000,000	2 1/2% for half year ending 31.12.09 @ ex 1/9 = 51.11	\$500 sales \$49 11/16
National Bank of China, Limited	99,915	£7	£6	\$4,000 \$1,000,000	\$50,552	\$2 (London 1/6) for 1908	576 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,500,000 \$154,581 \$100,797 \$181,000	none	\$10 for 1908	6% 175 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 225,000 Tls. 225,000 Tls. 140,188	Tls. 207,573	Final of 7/6 making 15/- for 1908	5% Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$150	\$100	\$1,000,000 \$193,240 \$105,240 \$712,985	\$207,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6% \$340
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,405 \$199,264	\$707,637	\$12 1/2 for year ending 31.12.08 and interim of \$5 on account of 1909	7% \$200 buyers
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$100,348 \$61,108	\$438,406	\$6 and bonus \$2 for 1908	7% \$113 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,500,000	\$426,228	\$27 for 1908	8% \$350 buyers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$57,743 \$20,000 \$100,150 \$250,000	Dr. \$2,777 NIL	\$4 1/2 for 1906 \$2 1/2 for year ending 30.6.1908	\$7 sellers \$28 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$20,000 \$20,000 \$100,000	\$20,766	Final of \$1 1/2 for account 1910	8% \$32 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$10,000 \$10,000 \$10,000 \$10,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 53.15 for half year ending 31.12.09 making in all 4/- for 1908 & interim of 1/- for ac. 1909	5% \$65 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$20,000 \$20,000 \$20,000 \$20,000	\$20,794	A dividend of 7% for year ending 30.4. 1910	5% 102 1/2 sellers
Do. Do. (Deferred)	60,000	£5	£5	\$20,000 \$20,000 \$20,000 \$20,000	\$20,794	A dividend of 7% for year ending 30.4. 1910	5% 102 1/2 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$71,850 \$62,681	\$2,159	A dividend of 5% for year ending 30.4. 1910	4 1/2% \$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000	\$2,159		\$13 sellers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$20,000 \$18,550	Dr. \$8,090	\$10 per share for 1909	6% \$168
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$13,893	\$5 for 1897	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 0.02	Tls. 10 for year ending 31.12.09	Tls. 825 sales
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$215,000 \$24,190	£1,435	Final of 1/6 making 3/- for 1909	9% Tls. 16 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	Pa. 10
Raub Australia Gold Mining Company, Limited	150,000	£1	£1	\$4,971	none	\$1 per share 1910 dividend	5% \$7 buyers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	4 1/2%
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Guo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.08	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$1,093 \$20,000	\$204,847	\$1 1/2 for 1909	4 1/2% \$55 s. and ss.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$50,000 \$58,441	\$138,715	Interim of \$1 1/2 for account 1909	\$50 sales
Shanghai Dock and Engineering Co., Ltd.	11,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Final of Tls. 4 making Tls. 6 to all on 9/10	6 1/2% Tls. 77
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 697,857 Tls. 50,000 Tls. 185,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7% Tls. 120
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 31.12.09	5 1/2% Tls. 102 sellers
Central Stores, Limited	10,123	\$15	\$15	\$15,000	\$4,041	\$1.20 on old and 60 cents on first new issue	8% \$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$6,000 \$10,000	\$1,277	\$2.00 on old shares and 1.30 on new shares	2% \$105 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	\$10,000	\$2,000	Final of \$ 1/2 making 3/- for year end 31.12.09	7% \$107 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000 \$100,000	\$5,471	45 cents for 1909	6 1/2% \$84 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$150,000 \$15,000	\$20	\$2 1/2 for 1909	8 1/2% \$33 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	none	Final of 6 1/2 bonds Tls. 1 for 1909	6 1/2% Tls. 109
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,135,045 Tls. 10,000	Tls. 6,000	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2% \$39 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,951		
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 10,000	Tls. 10,991	Tls. 12 for year ending 31.12.09	8 1/2% Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 40,000 \$20,000	\$8,551	50 cents for year ending 31.7.08	8% \$5 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 5,373	Tls. 7 1/2 for year ending 30.6.09	12% Tls. 57 1/2
Lao-kaung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	9% Tls. 70
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 17,178	Tls. 11,172	Tls. 25 for 1909	10% Tls. 240
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$4,000	£04	15% per share for 1908	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$12,000	\$1,278	60 cents for 1909	\$9 1/2 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$1,278	10 cents for year ended 28.2.06	\$14 1/2 sellers
Do. Do. (Special shares)	50,000	\$5	\$5	\$100,000 \$12,000	\$2,600	80 cents for 1909	9% \$8 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$12,000 \$1,000	\$1,278	\$1.20 for year ending 31.7.09	6 1/2% \$15 1/2 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$12,000	\$4,290	Final of 40 cents making in all 75 cents per share for 1909	10% \$6.70 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000	\$670	14 per cent. viz. \$1.40 for 1909	12% \$14 buyers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6% \$10 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$150,000 \$7,500	\$7,500	Final of \$3 for 1909	6% \$15 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$12,500 \$4,000	\$5,176	Final of \$1 making in all \$1 for 1909	9% \$11 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 547,500 Tls. 6,524	Tls. 21,658	2nd interim dividend of Tls. 12 1/2 for 1909	5% Tls. 1,320
Maatschappij tot Exploitatie van Landbouwen plantage in Langkat, Limited	25,000	Ga. 100	Ga. 100	\$20,000	\$3,014	50 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2% \$14 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	Pa. 18,640	None	\$10 buyers
Peak Tramway Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	Tls. 14,810 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2% Tls. 240 sellers
Shanghai-Sumit & Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	none	none	First year	\$35 sellers
Societe des Papiers et Papeteries du Tonkin	13,200 Benefit shares 1,300	50 Nemal	25 Nemal	none	none	None	\$800 Hong currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$21,096 \$17,000	None	\$26 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	none	10% for year ending 31st May 1910	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$11,956	none	60 cents for year ending 31.12.08	8% \$7
United Asiatic Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$34	60 cents per ord. share for year ending 31.5.09	5% \$12 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,041	25 cents for 1909	11% \$3 sellers & div.
Watson (A.S.) & Co., Limited	20,000	\$10	\$10	\$20,000 \$5,000	\$2,613	None	\$6 1/2 b. & 7 ss.
William Powell, Limited	15,000	\$7	\$7	none	\$723	None	\$24 sellers

## Intimations

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$1,000,000.



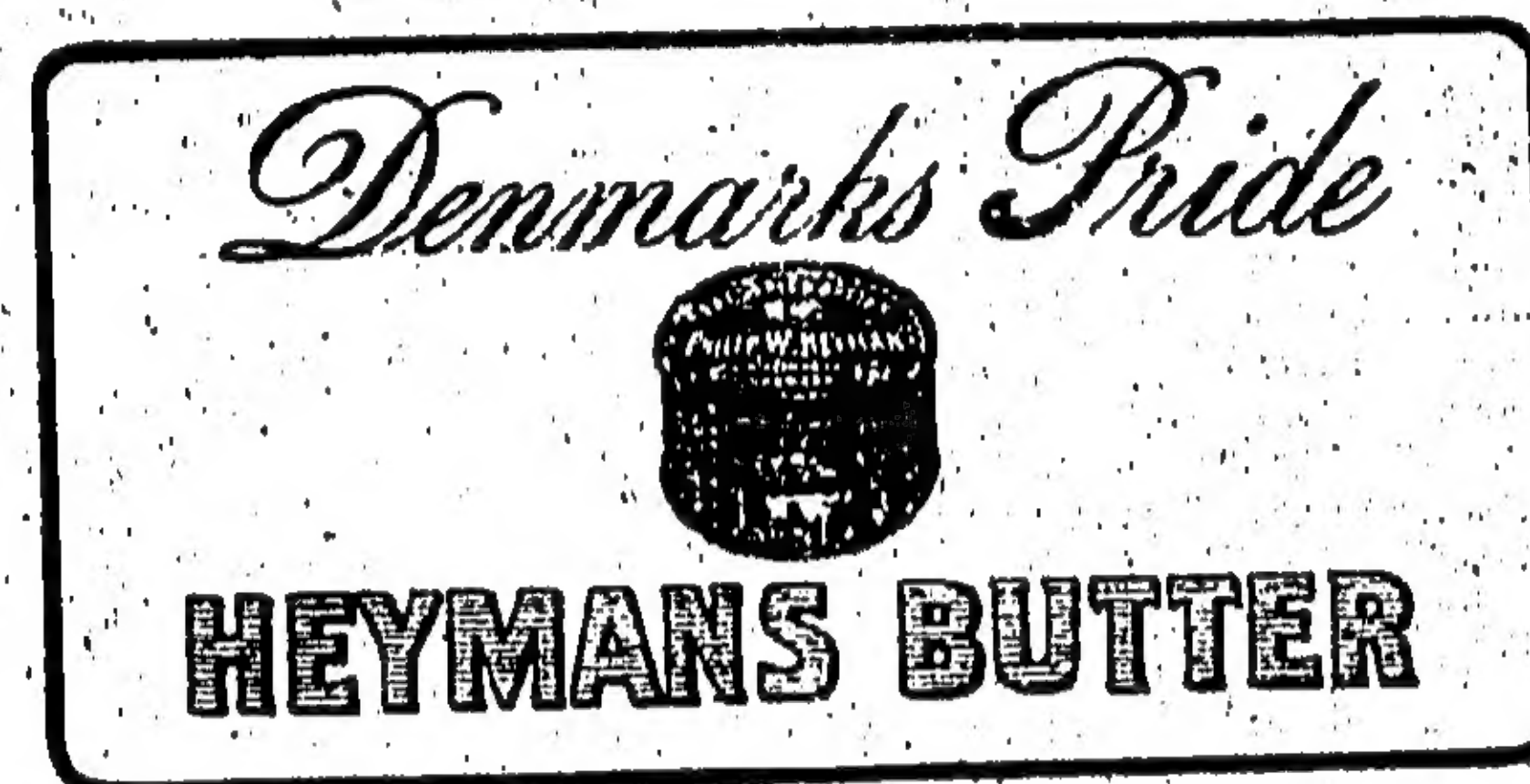
"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vегueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,  
AGENTS.

SIEMSEN &amp; CO., Sole Agents.

49

**F. BLACKHEAD & Co.,**  
SHIP-CHANDLERS, SAILMAKERS  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.



FREE TRIAL.

TRY THE

ROYAL STANDARD  
TYPEWRITER

(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

**SOLE AGENTS FOR**  
**HARTMANN'S RAHTJEN'S GENUINE**  
COMPOSITION RED HANE  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
etc., etc., etc.

**Sole Agents for**  
**FERGUSON'S SPECIAL CREAM**  
and  
**P & O. SPECIAL LIQUOR SCOTCH**  
WHISKY, etc.

**EVERY KIND OF**  
**SHIPS STORES AND REQUISITES**  
**ALWAYS IN STOCK**

**REASONABLE PRICES**  
HONGKONG, 21st March, 1910

**A TOO STABLE.**  
LEIGHTON HILL ROAD.  
(next to No. 1, Police Station).

**HAS established a SHOEING FORGE at**  
Leighton Hill Road where Horses and  
Ponies can be shod by EXPERIENCED  
SHANGHAI FARRIER by arrangement.  
Shoeing of Horses and Ponies also under-  
taken at Kowloon on receipt of Owners'  
instructions.

**PRICES:**  
At the Stables or anywhere in Hongkong,  
\$1 per animal.  
At Kowloon, \$1 per animal.

**A TOO STABLE,**  
Leighton Hill Road.  
Hongkong, 23rd March, 1910.

**LEE YEE**  
HAIR DRESSING SALOON.

**HAS ALWAYS ON HAND**  
**CIGARS, CIGARETTES**  
AND  
**TOILET REQUISITES**

**FOR SALE**  
15, D'ARVILLE STREET,  
HONGKONG.

Hongkong, 24 September 1910.

TYPEWRITERS

FOR HIRE.

**DRAGON CYCLE**  
**DEPOT**

41, DES VOUES ROAD.